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with which is incorporated the
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ESTABLISHED 1867

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FOR 1908.

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Hongkong, 29th April, 1908.

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POCKET PISTOLS.**

CALIBRE 7.65 mm.
With CHAMBER for 8 CARTRIDGES
FIRING 8 SHOTS in 2 SECONDS.
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Hongkong, 7th August, 1908.

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1.15 p.m. to 1.45 p.m. Every 15 minutes.
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2.15 p.m. to 2.45 p.m. Every 15 minutes.
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Extra Cars at 11.30 p.m. and 11.45 p.m.

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General Managers.
Hongkong, 9th May, 1907.

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Hongkong, 12th August, 1908.

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Every Comfort
Ladies' Afternoon Tea Rooms
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CHARGES MODERATE, AND NO EXTRA.
a39 A. F. DAVIES, Manager.

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A HIGH CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea-Rooms.
Private Bar and Billiard-Rooms.
Hot and Cold Water throughout.
Electrically Lighted Electric Fans (if
required).
Electric Passenger Elevator to each floor.
Table D'Hôte at separate tables.
For Terms, &c., apply to the—
MANAGER.
Hongkong, 24th July, 1905. a1109

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APPROACH FROM KENNEDY ROAD AND
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ELECTRIC LIGHT, Hot and Cold Water
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Well Furnished Bedrooms, every home comfort.
Fine View of the Harbour, Reduced Terms
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Apply to—Mrs. F. W. WATTS.
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Hongkong, 4th December, 1907. a40

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SPECIAL REDUCED SUMMER RATES.

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Comfortable accommodation for travellers
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Developing and Printing Undertaken.

Hongkong, 31st July, 1907. 730

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BY APPOINTMENT TO HIS EXCELLENCY THE GOVERNOR.

WATSON'S QUININE & COCA WINE.

Strong Tonic; Stimulates the Brain and Nerves, Disposes Lascivious, Invigorates the System.
\$1.50 Per Bottle.

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A Valuable Household Remedy for Adults, in cases of Cholera, Diarrhoea, Colic and Dysentery.
50 Cents and \$1.00 Per Bottle.

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A Reliable Remedy and an Invaluable Aid to Digestion.
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WATSON'S HEADACHE CURE.

Gives Speedy Relief in All Cases.
Price 50 Cents.

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Highly Recommended for all Derangements of the Liver and Stomach.
\$1.25 Per Bottle.

A. S. WATSON & CO., LIMITED.

THE HONGKONG DISPENSARY, AND HONGKONG DISPENSARY, HONGKONG, 6th August, 1908.

NOTICE TO CORRESPONDENTS.

ONLY communications relating to the news of the day should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications, addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

No anonymous signed communications that have already appeared in other papers will be inserted.

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Telegraphic Address: PAXES.
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HONGKONG OFFICE: 10A, DES VEXES ROAD, C. LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, AUGUST 12TH, 1908.

The Chinese Government has recently refused to acquiesce in a Russian proposal for the establishment of a Mixed Court at Harbin, similar to the one at Shanghai, and the reason given for the refusal is that the Government of China is at present engaged in compiling a legal code, on Western lines in the hope that its adoption will pave the way for the abolition of Consular jurisdiction. It is to be feared that the Chinese Government scarcely realises the vast amount of paving to be done before that dream is fulfilled. Legal codes will do far less than legal practice to pave the way, and a Mixed Court working harmoniously with the authorities of the Foreign Settlement in which it is established might be made a useful instrument and an index of progress along the lines which alone can prepare the way for the abolition of Consular jurisdiction. At Shanghai, however, the Mixed Court seems to be a never-ending source of trouble. A considerable portion of the latest Municipal Gazette is occupied by correspondence between the Magistrate of the Mixed Court, the Tao-tai of Shanghai, the Consular Body and the Municipal Council, and the Chairman of the Council as to the limits of their authority and the mischievous results of meddling interference.

A Malay child fell from the window of a house in Chinatown on Monday, and was killed. The Grand Hotel Limited, of Yokohama, pays a dividend of 4 yen per share for the past half year.

The English Mail of the 11th July was delivered in London on the 10th inst.

The tenth anniversary of the capture of Manila is to be celebrated in that City on the 13th inst.

We are pleased to be able to state that Captain Mitchell-Taylor, A.D.C. to H. E. the Governor is progressing favourably.

A block of six semi-detached houses have been erected at Tientsin for the use of the officers of the Cameron Highlanders.

On Saturday a grand promenade concert is to be held on the ground of the Kowloon Cricket Club in King's Park. The programme of the concert appears among our advertisements.

Mr. Philip Reinhardt, Consul for Germany in Formosa, has been appointed German Consul for Vladivostok. He is on his way to his new post. The German Government has closed up the Consulate in Formosa.

Large quantities of arms are said to be now reaching the Manchurians in Mongolia. They are said to be smuggling over the Russian frontier. The rifles and pistols are described as of German and Japanese manufacture.

We note that the Consul for France at Hongkong, in a dispatch to the Governor-General of Indo-China, gives \$5,000,000 as the estimate of the damage done by the recent typhoon, three-fifths being for damage to houses properly.

The last two foreigners in the Korean Customs Service have been discharged by the Japanese authorities and have joined the I. M. C. service at a lower rating. The staff, with the exception of a few Korean clerks, now consists entirely of Japanese.

Capt. Island, who is a well known figure on the China Coast, has lately been decorated by H. M. the Kaiser with the Crown Order of the III class. Captain Island was for several years the skipper of the "Aparado" which was wrecked off Stoncutter in the 1906 typhoon.

On Monday two Japanese engaged a double ricksha at the Monument, Happy Valley, to take them to Tai Wo Street, and on alighting paid the ricksha tax, which was double his legal fare. The coolie followed them into the house demanding more and had to be ejected. He beat the door with his hands and it is supposed that he hurt them thereby, for he preferred a charge of assault against the two Japanese. The Magistrate who heard the case yesterday dismissed the summons.

The Native Syndicate which has taken over the Shanai Mining Concession from the Peking Syndicate find themselves unable to proceed with working to lack of capital. Operations are consequently at a standstill, and have been thus during the past few months. About two months ago a foreign qualified engineer arrived in Tientsin to take charge of the mining operations. Unless capital be forthcoming, says a Tientsin paper, he is likely to find his position a sinecure. At least 5 million taels, fully paid up, will be required before anything can be done.

A serious assault was reported to the police on Monday. A coolie driving a truck up Pol Street wanted to turn into Queen's Road East. At the corner sat a ricksha coolie, the shafts of whose vehicle projected rather far into the roadway, and he was asked to move in order to let the truck take the corner easily. His haughty refusal, with the result that the truck wheel smashed a portion of his shaft. Of course a quarrel ensued in which the ricksha puller was injured in the cheek and arm by a hook and had to be sent to the hospital, while the other man was taken in charge by the police.

We regret to record the death of Mr. Stackwood, who for over three years was naval ordnance officer at Hongkong. He was expected to return home shortly, and about a week ago was on the point of leaving for a holiday trip in Japan when he was taken ill and succumbed on Monday night. The funeral took place yesterday at the Happy Valley with Naval and Military honours, the coffin being borne on a gun carriage and a squad of blue-jackets and soldiers being present. Rear Admiral Stokes was the chief representative of the Navy and Colonel Lambert was the chief representative of the Army, while many brother officers of the deceased in the naval yard and others were among the large following of mourners. The Rev. M. Longridge conducted the last rites. Much sympathy is felt for Mrs. Stackwood in her bereavement.

Thirteen model cotton farms have been established in Korea since March last. The Chinese Government is also contemplating the cultivation of cotton by modern methods. Special delegates are being sent to America to study not only the cultivation of cotton but modern methods of spinning and weaving. Upon their return to China it is proposed to establish a big Government cotton mill either at Peking or Tientsin. A recent Edict advised that the people should be encouraged to plant cotton and establish spinning and weaving mills in the various provinces after foreign methods so as to check the yearly increase of imports of foreign cotton and cotton yarns which come into this Empire to the great disadvantage of the Chinese industries and resources. This importation of the Edict, has resulted in China losing nearly all its trade, and the number of unemployed being considerably increased during the last twenty or thirty years.

News was brought to the Colony yesterday of a serious collision which is said to have occurred in the Saima Channel, the West River steamer "Tai-on" running down a theatre junk on which were 120 passengers. The junk is said to have foundered, and 20 of the passengers were drowned.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

GERMAN LABOUR TROUBLES.

LONDON, August 10th.

A lock-out of the men employed in German shipbuilding yards begins on Wednesday.

ANOTHER ROYAL CONFERENCE.

LONDON, August 10th.

H. M. King Edward has left England to meet the Emperors of Germany and Austria.

BRITISH TRADE RETURNS.

LONDON, August 10th.

The British trade returns for the month of July show a shrinkage of twelve million pounds sterling.

THE AMERICAN FLEET.

LONDON, August 10th.

The United States Fleet has arrived at Auckland, New Zealand.

THE SITUATION AT TABRIZ.

LONDON, August 10th.

The revolutionaries at Tabriz have been defeated.

[REUTER'S SERVICE.]

MACEDONIA.

LONDON, August 9th.

Rifts are beginning to appear in the Universal Brotherhood of Macedonia where the Bulgarians are manifesting a disposition to seize the patriarchal villages and Churches. The Young Turkish Committee have promised severe measures of justice.

[FROM THE MANILA "CABLENEWS"]

LLOYDS TO BE PROSECUTED.

NEW YORK, August 7th.

The announcement has been made here that the State of New York will prosecute Lloyd's for violation of the anti-gambling law in taking insurance on the election of Taft as president.

The lawyers have construed this form of insurance to be betting and a suit will be brought. The announcement has created a sensation.

It will be remembered that the announcement that Lloyd's were offering to take insurance on the election of Taft was made some time ago. The Chinese, who were the gamblers, were alarmed by the news and had prohibited the making of bets of any kind on any sort of event.

The law was passed by the Legislature after one of the fiercest fights Albany has ever known. Lloyd's big English insurance firm offered big odds on Taft's election.

THE KANSAS ELECTION.

TOPEKA, August 6th.

Joseph L. Bristow has beaten Senator Chester J. Long at the primaries throughout Kansas for election to the United States Senate. Senator Long's term expires March 4 next.

DEATH OF MR. BRONSON HOWARD.

NEW YORK, August 5th.

Bronson Howard, the playwright, died at his home in Ayon, New Jersey, to-day. Mr. Howard had been in bad health several months and had retired absolutely to his country place for the purpose of recuperation. At one time it was thought he would recover but the strain of his many years of active life had weakened his heart and he succumbed in the end to heart failure.

THE CUBAN ELECTIONS.

WASHINGTON, August 4.

The Cuban election is over and the Conservatives have scored a sweeping victory. President Roosevelt has sent a strong message of congratulation to the Cubans.

THE AMERICAN ELECTION CAMPAIGN FUNDS.

WASHINGTON, August 7th.

The managers of the Republican campaign are in a stew for funds. What with corporations barred from contributing, and the agreement between Taft and Bryan that all names of persons donating money to the campaign be published, there is the devil to pay. George Sheldon, the treasurer of the campaign committee, had purposed raising a fund of \$3,000,000.

This would not be excessive. Other campaigns have had more. Hanna had over \$5,000,000 to spend for McKinley's election and in Cleveland's campaign of 1892 the amount in hand was over \$4,000,000.

The general public does not seem to be responding to the call for money. The big corporations are holding off because of fear of rejection. Probably some way of accepting their gold will be arrived at.

DEATH OF SENATOR ALLISON.

DUBUQUE, Iowa, August 5th.

Senator William B. Allison, senior member of the United States Congress, died at his home here to-day. Senator Allison was 79 years of age and has not been in robust health for several months. He originally became ill from kidney trouble and this, together with a severe heart attack, caused his death. Telegrams of sympathy have been received from President Roosevelt and all of the high officials of the administration.

A LARGE NUMBER OF PERSONS DIED IN NEW YORK AND NEIGHBOURING STATES AS THE RESULT OF THE TROPICAL SPELL THAT VISITED THE COUNTRY AT THE BEGINNING OF LAST MONTH, AND HUNDREDS WERE PROSTRATED.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

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LLOYDS TO BE PROSECUTED.

NEW YORK, August 7th.

The announcement has been made here that the State of New York will prosecute Lloyd's for violation of the anti-gambling law in taking insurance on the election of Taft as president.

The lawyers have construed this form of insurance to be betting and a suit will be brought. The announcement has created a sensation.

It will be remembered that the announcement that Lloyd's were offering to take insurance on the election of Taft was made some time ago. The Chinese, who were the gamblers, were alarmed by the news and had prohibited the making of bets of any kind on any sort of event.

The law was passed by the Legislature after one of the fiercest fights Albany has ever known. Lloyd's big English insurance firm offered big odds on Taft's election.

THE KANSAS ELECTION.

TOPEKA, August 6th.

Joseph L. Bristow has beaten Senator Chester J. Long at the primaries throughout Kansas for election to the United States Senate. Senator Long's term expires March 4 next.

DEATH OF MR. BRONSON HOWARD.

NEW YORK, August 5th.

Bronson Howard, the playwright, died at his home in Ayon, New Jersey, to-day. Mr. Howard had been in bad health several months and had retired absolutely to his country place for the purpose of recuperation. At one time it was thought he would recover but the strain of his many years of active life had weakened his heart and he succumbed in the end to heart failure.

THE CUBAN ELECTIONS.

WASHINGTON, August 4.

The Cuban election is over and the Conservatives have scored a sweeping victory. President Roosevelt has sent a strong message of congratulation to the Cubans.

THE AMERICAN ELECTION CAMPAIGN FUNDS.

WASHINGTON, August 7th.

The managers of the Republican campaign are in a stew for funds. What with corporations barred from contributing, and the agreement between Taft and Bryan that all names of persons donating money to the campaign be published, there is the devil to pay. George Sheldon, the treasurer of the campaign committee, had purposed raising a fund of \$3,000,000.

This would not be excessive. Other campaigns have had more. Hanna had over \$5,000,000 to spend for McKinley's election and in Cleveland's campaign of 1892 the amount in hand was over \$4,000,000.

The general public does not seem to be responding to the call for money. The big corporations are holding off because of fear of rejection. Probably some way of accepting their gold will be arrived at.

DEATH OF SENATOR ALLISON.

DUBUQUE, Iowa, August 5th.

Senator William B. Allison, senior member of the United States Congress, died at his home here to-day. Senator Allison was 79 years of age and has not been in robust health for several months. He originally became ill from kidney trouble and this, together with a severe heart attack, caused his death. Telegrams of sympathy have been received from President Roosevelt and all of the high officials of the administration.

A LARGE NUMBER OF PERSONS DIED IN NEW YORK AND NEIGHBOURING STATES AS THE RESULT OF THE TROPICAL SPELL THAT VISITED THE COUNTRY AT THE BEGINNING OF LAST MONTH, AND HUNDREDS WERE PROSTRATED.

CORRESPONDENCE.

A VALUABLE SUGGESTION.

[TO THE EDITOR OF THE "DAILY PRESS"].

SIR,—Might I trespass on a little of your space to put forward an idea which has suggested itself since our last typhoon.

Experience has shown us that there are always plenty of men able and willing to render assistance when these awful typhoons visit our shores; and we know that Britishers are ever ready to do "their little bit" in rescue work of this or any sort.

Combined effort is always more effective than individual and an understanding between those who are willing to face the elements as to meeting places and where to lay their hands on the necessary tackle would facilitate the rescue work. As soon as the detectors were fired denoting the near approach of the typhoon, everything would be at hand to commence operations.

An association could be formed on similar lines to those in some of the English coastal ports. Depots could be erected at intervals along the Praya in Victoria and Kowloon, fitted up with life buoys, life lines etc., etc. There would not be any difficulty in getting permission from the Government to put up these small sheds, I should think; and undoubtedly our generous Hongkong public would come forward in their usual way to defray the cost.

Should this idea meet with the approval of your readers a meeting might be convened and a committee selected to work out the necessary details.—Yours,

"X. Y. Z."

THE OPIUM QUESTION.

ANOTHER CANARD.

Publicity having been given to a statement that the Government had proposed that the opium divans in Hongkong should be closed next March and that, as compensation, a reduction of \$50,000 per annum should therefore be made in the amount payable by the Opium Farmer to the Government during the remaining year of his lease, we made inquiries in the proper quarter and were officially informed that the Government had made no proposal in the matter at all and that the figures published were absolutely incorrect.

FRENCH TROOPS AMBUSHED.

FURTHER PARTICULARS.

Touking papers to hand contain some particulars of the ambushing of French troops at Lang-Vao, reported in a recent telegram.

It appears that it occurred in the course of a reconnaissance towards Lang-Vao where the "Reformists" were entrenched and hidden in the bush. Captain Fleury led his force to the attack and fell into the trap prepared for him. He and Lieutenant Delattre were killed. It is described as a particularly bloody affair. The fight took place in a cul-de-sac in the village of Lang-Vao, enclosed by high hills which were occupied by 500 or 600 Gaians. The village was twice taken by the French troops, and each time retaken by the Chinese, shots being exchanged at fifty metres at most and finally at not more than thirty metres.

When Captain Fleury fell Lieutenant Delattre very bravely went to his assistance, and he too was killed by a shot. The Chinese threw themselves upon the bodies of the unfortunate French officers, not yet dead, and decapitated them, carrying away their heads amid savage hurrahs.

The Reformists manoeuvred and seemed a veritable troop, well trained and well-armed. They had no Lobel rifles, but Indo-Chinese carbines taken probably at Batnang, which they knew perfectly how to handle.

Captain Fleury's detachment consisted of one hundred men—tirailleurs and légionnaires. Only one European soldier was wounded.

Captain Bay with another detachment found himself in a cul-de-sac and fought for four hours, only giving up the combat when his ammunition was exhausted. Captain Bay was only slightly wounded in the head. Two tirailleurs were killed in the retreat, and as the Chinese were following only two metres behind they had to abandon the bodies with their arms and equipment. A half section of tirailleurs disappeared.

Between the 18th June and the 31st July the losses suffered by the Chinese bands operating in the province of Yen-Bay were 149 killed and 117 prisoners.

THE "KAMO MARU."

The Nippon Yusen Kaisha have every reason to feel proud of the latest addition to their fleet. The "Kamo Maru," at present on her maiden trip, was yesterday inspected by a large number of Hongkong residents, most of whom spoke in terms of the highest praise of all that they saw on board.

The saloon, handsomely furnished and beautifully finished, came in for especial admiration, and the drawing room and smoking room looked cosy and comfortable. The berths for the accommodation of the 83 first-class passengers appeared to prospective travellers, equipped as they are with electric fans and light, while the comfort and convenience of the other passengers are proportionate. Greater value for passage money paid is not likely to be obtained elsewhere.

Hospitality was lavishly dispensed on board during the afternoon.

SUPREME COURT.

Tuesday, August 11th.

IN SUMMARY JURISDICTION.

BEFORE MR. H. H. J. GOMPERTZ (ACTING PRINCIPAL JUDGE).

In the action brought by the Tung Tak Leong Firm against the Hip On Company the claim was for \$200 for breach of contract. Mr. O. D. Thomson appeared for the plaintiff and Mr. S. Dickson, from the office of Mr. R. A. Harding, appeared for the defendants.

Mr. Dickson explained that the defendants' agent called on plaintiffs and showed them a sample of biscuits on the strength of which plaintiff ordered eight cases at \$28.50 a case and a contract was signed. Plaintiffs took delivery of four of the cases a few days later and kept them for a few days when they sold them to a purchaser for \$36 a case. The purchaser, however, returned them saying they were not good, and plaintiffs examined them and found they were as stated.

His Lordship, on being handed a tin for inspection?—They don't look very inviting.

Mr. Thomson continued that Captain Douglas said the other boxes were all like that. When plaintiffs complained about it defendants offered to refund \$1.20 on each box but that offer could not be entertained.

Mr. Dickson said the defence was that the plaintiffs bought the biscuits as old stock, paying only \$20 per box instead of \$45 which was the average price.

Judgment was entered for plaintiffs for \$85.66 and costs.

THE FOUNDERING OF THE "YINGKING."

THE INQUIRY.

A Marine Court of Inquiry sat at the Harbour Office yesterday to inquire into the circumstances attending the loss of the British s.s. "Yinking" of which E. J. Pego was master. The Court was composed of Hon. Commander Basil R. H. Taylor, R.N., Stipendiary Magistrate (President), Lieut. H. Butterworth, R.N., H.M.S. "Tamar," Captain E. Beetham, s.s. "Empress of India," Captain C. V. Lloyd, s.s. "Fateha," and Captain E. E. Evans, s.s. "Hoi Ming."

The letter of the Harbour Master applying for an inquiry, and the Governor's warrant constituting the Court, were read.

Robert Fergusson, Chief Officer of the ill-fated steamer, said the "Yinking" left Canton at 6 p.m. on July 28th with a full cargo and about 430 passengers. Of those, three were Europeans. The crew numbered about 23, and the comrade's staff about ten. When they left Canton, the weather was overcast with a light wind. The glass was falling all the way down, and the weather getting worse, Captain Pego decided to anchor. They anchored between Pillar Point and Castle Peak, the wind then being easterly and falling to the southward. It was principally on account of the heavy sea running that they anchored. The starboard anchor was first let go and was given 45 fathoms of chain. Then the port anchor was dropped, and 30 fathoms of chain run out. Seas were then breaking over the ship, and witness thought she had sprung a leak, as she took a list to port. The pumps were kept going below, but they were not sufficient to keep the water under. The vessel continued to list more and more until at about 2.10 a.m. she foundered. Witness was on deck all the time, but had no opportunity to provide lifeboats as the passengers crowded round the alleyway. The lifeboats were stowed on the steering deck.

By Captain Lloyd—The gangway ports were all secure.

William Russell, assistant marine surveyor, said the "Yinking's" pumps were sufficient for ordinary purposes.

Yim Kau, boatswain, of the "Yinking" said he saw that all the ports were secured before the storm. He did not attend to the securing himself, but ordered some of the crew to do so. When witness went below the cargo on the main deck had shifted to one side, but he noticed that the ports were properly secured. When he went below to look at the chain the hawse pipes appeared to be all right, and he could see no damage to the bows of the ship.

Chief Officer Fergusson, recalled, stated that if water got into the chain locker it could not have escaped aft, as there was only a wooden bulk head.

By Captain Beetham—The vessel did not settle down by the head.

By the President—There were no bars to secure the cargo ports, they were secured by three bolts. The cargo did not shift while witness was below.

The Court found that the cause of the foundering was the typhoon which passed over the Colony on the 27th—28th ultimo. They also found that all reasonable precautions had been taken to ensure the safety of the ship and passengers, and that the state of the sea rendered any recourse to boats for saving life out of the question. Finally they desired to record their expressions of regret at the great loss of life.

SHANGHAI OPIUM SHOPS.

The following extract is from the Shanghai Municipal Gazette.

A Police report is read on the results of the closing of the first quarter of the opium shops, stating how the proprietors and employees are now occupied, and how the smoking paraphernalia has been disposed of. Of the 353 houses which were closed 39 have become licensed shops for the retail sale of the drug, and for the rest, the occupants are satisfactorily employing themselves in other trades. Nothing in this document warrants the anticipation of any difficulty as regards similar treatment of the second quarter.

A KOWLOON ASSAULT CASE.

The hearing of the summons for assault brought by H. A. Watson, engineer of Robinson Road, Kowloon, against Kaku Singh, a boy, and the cross-examination, was continued before Mr. J. H. Kemp at the Magistrate's Court yesterday afternoon.

Mr. J. H. Gardner of Messrs. Brutton and Hetti appeared for Mr. Watson, Mr. E. Davidson of Messrs. Hastings and Hastings representing the Indian.

Complainant's master in part corroborated his master's evidence, remarking further that defendant claimed his bamboo. When his master went to the stable and told the Indian to go away they came to blows. Witnesses could not say who struck the first blow, but he saw five other Indians assist defendant in holding his master down and striking him.

Cross-examined—Is this a very spirited horse?—What do you mean by spirited? Mr. Gardner—Is it a "bobby" pony; that's the technical term?—No.

Although you say your master was being struck by six Indians you would not leave the horse to go to his help?—I was holding the horse, as I was afraid it would run away.

I thought this was a quiet horse?—There was a fight, and the noise made might have caused the horse to run.

The horse had carried a heavy mah, was quiet, and after the ride must have been quiet?—After my master returned he did not go for a ride.

This closed the case for the complainant, who pleaded not guilty on the cross-examination.

Mr. Davidson, before calling Kaku Singh, said Mr. Watson asserted that the defendant—an Indian, who had been brought up all his life to look upon a European as a superior being—violently assaulted him in the presence of his servant and in a public place. This was a most unlikely state of affairs. No Indian would assault a white man, especially a white man who was physically his equal and superior, except on the strongest provocation. He asked his Worship to dismiss the summons.

His Worship wished to hear further evidence and

Kaku Singh was called. He stated that on Sunday, the 2nd instant, he was conversing with complainant's Chinese servant. This servant was going to hit him with a stone, but he seized him by the arm. Then the servant's master came and pushed and kicked witness. On the evening of the following day witness was telling some Chinese to clean a nutcase when Mr. Watson appeared and abused him. Witness did not understand what he said, so he went into the stable. The European followed him, pulled him out and struck him. He called out and two Indians came. Complainant was strangling him when one of the Indians told him to let witness go. One of the Europeans told complainant to strike him, and then to take him to the police station.

Cross-examined—Defendant understood very little English, although he had been in the employ of Englishmen and Germans for two years. His masters spoke to him in Hindustani with the aid of a book.

Do you understand Chinese?—No. Do the Chinese speak to you in Hindustani?—I know a little Chinese.

You just said you didn't?—I understand a little, but I don't know different words. You also understand a little English, don't you?—No.

Not for the present time?—There is no need for me to tell lies.

Did you have the bamboo in Court in your hand at any time?—No.

It's not true that this bamboo was taken from your hands by two Europeans?—No.

Then they are lying?—The bamboo was lying on the ground.

Another Indian corroborated defendant's evidence, and remarked that complainant ought to be punished by the hair. Kaku Singh then down, kicked him and lifted him up again.

Mr. Gardner—Did he kick him very hard?—Kaku Singh would know I don't.

After further cross-examination Mr. Davidson said to Mr. Gardner—Don't try to confuse the witness.

Mr. Gardner—I'm not. I'm trying to make it clear as I possibly can. He seems to be a bit of a fool, certainly.

His Worship dismissed the cross-examination, and fined Kaku Singh \$30, in default one month's imprisonment.

INTERPORT POLO.

The Cup presented by Hon. Mr. H. Kewick for Interport Polo will be played for on the Polo ground at Causeway Bay this afternoon at 5.30 o'clock, when teams representing Hongkong and Shanghai try conclusions. The Shanghai team is composed of Lt. Colonel Bruce, Dr. Keylock, Mr. Barkill and Mr. Davies, while Captain Cunningham, Lieutenants Large and Dixon and Mr. C. H. Ross will represent Hongkong. The umpires are His Excellency Major-General Broadwood, and Captain Wait. Members of the Polo Club will be "at home" to their friends during the afternoon. To-morrow evening the teams are to be entertained at a Smoking Concert at the Hongkong Club.

LATEST STEAMER MOVEMENTS.

The American steamer "Albatross" left Singapore for this port on the 10th inst., and is due here on the 18th inst. The "B. & A. steamer" left Sydney on the 9th inst. for this port via Queensland Ports, Timor and Maulu.

How to be beautiful—Keep your complexion, Mrs. Ellen's Creme Chamois, Lait Chamois and Special Skin Tonic and Poudre Chamois will enable you to do it. Her Specialties for the Skin are the study of a lifetime. A. S. Watson & Co., Ltd., Sole Agents 622

HONGKONG CANTON AND MACAO STEAMBOAT CO.

The ordinary half-yearly meeting of shareholders in the above company was held yesterday at the Company's offices, Hotel Maunsell. Mr. E. Sherman presided and there were also present Messrs. G. F. Friedman, C. Broderick, W. Helms, C. Thiel, H. E. Tomkins, F. D. A. Gomes (directors), A. H. M. da Silva, L. Hutcheson, J. M. E. Machado, Dr. Noble, T. F. Hongh, Chau Shui Ki, P. D. Gotta, Erich Georg, A. V. Hogg, P. Tester, F. C. Wilford, and Captain W. E. Clarke (secretary).

The SECRETARY having read the notice convening the meeting,

The CHAIRMAN said—Gentlemen, The report and statement of accounts having been in your hands for some days, we will, with your permission, take them as read. The result of the half-year's working will, I hope, be considered by shareholders very satisfactory considering the general trade depression existing throughout the Far East. Your Board trust that the recommended appropriations of funds will meet with your approval. For the service of an additional steamer on the Hongkong-Macao line and in order to further facilitate the business of that trade your Directors have acquired the wharf and lease of the site known as the Wing Lok Wharf, situated at the junction of Wing Lok Street and Des Vaux Road. The lease of the site is for 50 years, granted in 1904. We have found this wharf to be a very valuable acquisition to our business. In May last your Board were able to dispose of the Company's small steamer "Lunghua," and, in the following month, to purchase the steamer "Hoi Sang," a vessel well suited for the Canton-Macao line. She has been working very satisfactorily since starting. By the purchase of this steamer we were able to conclude negotiations for a cessation of the opposition then existing on our Hongkong-Macao line. The regrettable loss of the Company's jointly owned steamer "Fowan" on the night of the 8th June, while on a voyage home to Canton, caused your Directors much anxiety. Captain Black was one of our most trusted and careful officers, but in view of the finding of the Marine Court of Inquiry, your Directors had no choice left but to call upon him to resign the service. Immediate steps were taken to obtain a report from experts as to the possibility of salvage, but nothing could be done and the vessel became a total loss. The claims on Underwriters are now in course of settlement. Your Directors freely acknowledged all services rendered after the accident and granted gratuities where such services warranted it. The West River services have been devoid of any profitable result during the period under review. The loss by subsidiary collisions during the six months' working amounted to \$2,320.55. The loans on mortgage have been increased by \$25,000 and shares in public companies by \$6,487 during the half year under review. These loans and investments are, in the opinion of your Board, all good and safe investments. I do not think that there is anything else that calls for particular comment, but should any shareholder require any further information, I shall have pleasure in answering any question.

Dr. Noble seconded the motion, and in doing so, said—I would like to say a few words with reference to the very large item in the accounts with regard to the loss on subsidiary collisions. It seems to me high time that something should be done by those in authority with reference to this question of collisions so that in the future we will have such items eliminated from the reports of local companies. It seems to me that this is a matter for serious consideration and in the present instance the loss represents no inconsiderable sum.

The resolution was carried.

The confirmation of the appointment of Messrs. G. F. Friedman, C. Broderick and W. Helms as directors, was carried on the motion of Mr. HOGG seconded by Mr. HOGG.

Mr. Machado proposed, and Mr. da Silva seconded, that Messrs. C. Thiel and C. H. Ross be re-elected Directors. Carried.

It was proposed by Mr. TETTER and seconded by Mr. HUTCHESON that Messrs. A. O'D. Gourdine and W. H. Potts be re-elected auditors for the ensuing half-year.

Agreed to.

The CHAIRMAN—That concludes the business of the meeting, Gentlemen. Dividend warrants are now ready and may be obtained upon application. Thank you for your attendance.

DR. WILDER AT MANILA.

A dinner was given in honour of Dr. Amos P. Wilder, U.S. Consul-General at Hongkong, at the Army and Navy Club, Manila, by Colonel Wilber, E. Wilder, the inspector general of the Philippines Division, who is a relative of the distinguished visitor. Covers were laid for twelve and the guests, a Manila paper says, enjoyed the pleasure of listening to a few remarks by the guest of honour, who is widely famous as one of the best after-dinner speakers in the United States.

Besides the guest of honour and the host there were present General Mills, Colonel and Mrs. Dunn, Colonel and Mrs. Cotton, Captain and Mrs. Chamberlain, Major and Mrs. Stevenson, and Mrs. Garovito.

Accompanied by Mr. Warwick Green, Consul General Wilder, who is a guest of the Governor General in Manila, made the rounds of the city in an automobile on the 5th. He visited several public buildings and, in spite of the inclement weather experienced, declared himself very pleased with the result of his trip. Mr. Wilder found the trip a very interesting and instructive one and believes that Manila should be proud of the most of her public buildings which, if not majestic structures, are at least well suited for the most part to the country and conditions.

HONGKONG AND SHANGHAI BANKING CORPORATION.

The eighty-sixth report of the Court of Directors to the ordinary half-yearly general meeting of shareholders to be held at the City Hall, Hongkong, on Saturday, the 22nd August, at noon, reads as follows:—

To the Proprietors of the Hongkong and Shanghai Banking Corporation.

Gentlemen,—The Directors have now to submit to you a general statement of the affairs of the Bank, and Balance Sheet for the half-year ending 30th June, 1908.

The net profits for that period, including \$2,000,887.85, balance brought forward from last account, after paying all charges, deducting interest paid and due, and making provision for bad and doubtful accounts, amount to \$5,403,917.67.

The Directors recommend the transfer of \$500,000 from the Profit and Loss Account to credit of the Silver Reserve Fund, which fund will then stand at \$14,000,000.

They also recommend writing off Bank Premises Account the sum of \$250,000.

After making these transfers and deducting remuneration to Directors, there remains for appropriation \$4,638,917.67, out of which the Directors recommend the payment of a dividend of two pounds sterling per share, viz., \$240,000—which at 18½, the rate of the day, will absorb \$2,633,142.86.

The balance \$2,005,774.81 to be carried to New Profit and Loss Account.

Mr. A. J. Raymond, Mr. G. H. Medhurst, Mr. A. Fuchs, the Honourable Mr. Henry Kewick (Chairman) and Mr. E. Gotta (Deputy Chairman) having resigned their seats on leaving the Colony, Mr. C. S. Gubbay, Mr. E. G. Barrett, Mr. C. G. E. Broderick, the Honourable Mr. W. J. Gresson, and Mr. W. Helms have been invited to fill the vacancies; these appointments require confirmation at this meeting.

Mr. E. Shollin has been elected Chairman for the remainder of the year, and the Honourable Mr. W. J. Gresson Deputy Chairman.

ADVISORS.

The accounts have been audited by Mr. W. Hutton Potts and Mr. J. W. C. Bonnar, the latter in place of Mr. A. G. Wood, who has left the Colony.

E. SKELLIN, Chairman.

Hongkong, 11th August, 1908.

ABSTRACT OF ASSETS AND LIABILITIES, 30th June, 1908.

PAID-UP CAPITAL, £1,000,000.00

Reserve fund, £1,500,000.00

Silver reserve fund, £15,000,000.00

Marine insurance account, £50,000.00

Notes in circulation, £1,000,000.00

Authorized issue against securities, £1,000,000.00

Additional issue against securities, £1,000,000.00

Current accounts, £1,000,000.00

Fixed deposits, £1,000,000.00

Gold, £1,000,000.00

100,000,000.00

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JAPAN AND THE UNITED STATES.

"A PACIFIST AND SHAMEFUL AGITATION."

Mr. Edwin Dunn, a former Minister of the United States to Japan, has written to an American resident a letter in appreciation of his efforts to show the hollowness and absurdity of the talk of war between Japan and the United States. Mr. Dunn writes:

Your letter which appeared in the "Japan Times of 5th July," is to my mind, particularly good and deserving of the thanks of all true friends of both the United States and Japan as well as of all lovers of fair play in general. I endorse every word of that letter. If it were possible I would like to emphasize that:

"Never in the history of our nation was there a more baseless, senseless and shameful agitation against a great and friendly people than we have witnessed here (in the United States) during the last year."

Like you, when I think of it, I could hide my head in shame for my country.

Fortunately all the efforts of the yellow press and of other parties who from motives of self-interest have deliberately planned to make trouble between the United States and Japan, together with the hysterical writings of the ignorant and foolish, have failed to create any widespread feeling in Japan of hostility towards the people or government of the United States.

The feeling among educated Japanese is one of utter amazement and exceeding regret that the absurd statements, in regard to the feelings and intentions of Japan, which have appeared from time to time not only in jingo journals but also in newspapers that should know better, should be given credence by any intelligent section of the American people by any intelligent section of the American people.

Aside from the question of long-standing friendship and of good will existing between the two peoples and governments and considered purely and simply from the standpoint of the self-interest of Japan, the idea of a war with the United States is so absurd that it is difficult to conceive how any one endowed with the most ordinary intelligence and information in regard to the relations of the two countries can believe that Japan could desire anything but the friendship of America.

What possible gain to Japan could result from such a war? Her people do not like the Philippines and would not accept them as a gift. Japan's experience with Formosa is quite enough in that direction. The Hawaiian Islands are attractive to Japanese emigrants on account of the high wages paid for labour on the sugar plantations, but as the greater part of the savings of the Japanese in Hawaii is and always has been sent home, there would be little gained by a change of flag. Moreover the entire money value of the Hawaiian Islands would, probably, not cover one month's cost of a war between the two countries. Outside of the Philippines and Hawaiian Islands what possible object could Japan have in view? Surely no sane person could believe for a moment that an invasion of the Pacific coast states would be contemplated by Japan. It would be just as reasonable to believe that the United States would have in view an invasion of the main island of Japan. Five thousand miles of water between the two countries renders either one or the other, practically, an impossibility. In addition to the above, modern war cost money and while the United States might afford to throw away several hundreds of millions of dollars with no tangible object in view, if the highly trained lines to be afforded occasional Japanese are accepted, it is very certain that Japan could not afford such insane waste and as she could not finance such a war without pausing loans on the European market, it is very doubtful if her credit could stand such a strain. For these reasons and accepting for the sake of argument that Japan is as bad as her worst enemies claim that she is, it is absurd to believe that she desires war with the United States. I have no hesitancy in declaring that there can be no war between the two countries either now or within the time of the present generation of men unless it is forced by the United States. Japan can only undertake such a war in the event of a last resort.

It is conceivable that the good people of our country can, for a moment, tolerate the thought even of such a monstrous crime against a friendly nation composed of people just as good as we are? Perish the thought that America could be guilty of such a crime.

JUSTICE IN BANGKOK.

In the British Court for Siam his Honour Judge Skinner Turner made some strong comments in the case against one Graham Kerr for being drunk and assaulting an Indian waiter named Madat Khan. In giving judgment, his Honour said:

There was strong evidence that a man named Lavignone was a man who really caused the whole trouble and who used the bottle. But he had been quietly shipped away by the Italian Legation out of Bangkok to Italy, to serve in the army. A German subject had been fined and now Kerr was left. By the action of someone the result had been that although Lavignone had made a statement which he (his Honour) had not seen, the case had not been heard in the Italian Court, and the man had been sent to Italy and could not be brought to justice. He considered that the police had not been very fair in this matter, and the Indian waiter who had been injured had also not been fairly dealt with. It was very hard lines on the remaining parties in the row who stood their ground and faced the music, one in that Court and in the German Court, that the man, who so far as the evidence showed, was really the worst of the lot, was sent away. He did not propose to punish defendant, but he brought to justice. His Honour concluded by severely censuring defendant for his recent conduct and urging him to be more careful of his behaviour in the future.

MAIRAGE OF THE BISHOP OF MID-CHINA.

The Rt. Rev. H. Molony, Bishop of Mid-China, was to have been married on the 6th inst. at St. James' Church, Pentonville, to Mrs. Goodwin, daughter of the Rev. S. D. Stubbs, M.A., Vicar of that Church. Mrs. Goodwin is the widow of the late Rev. J. Goodwin, a Missionary of Agre, and her father is a Missionary of the same Society.

The Bishop and his wife will leave England on or about October 5, and will visit India en route, being due in Shanghai about December 4. Mrs. Molony has two sisters in the Mission field in China—Mrs. J. B. Ott, who is at present at Chungking, and Mrs. Beauchamp, of the C. M. S., Amoy, and Mrs. Molony will be the fourth of Mr. Stubbs' daughters to come out to China in connection with missionary work, as Mrs. Ho der, another sister and her husband Dr. E. C. Horder, of the C. M. S., Peking, have just retired after over twenty years in the Mission field. —N.C. Daily News.

PASTEURIZED AMSTEL PILSENER BEER.

SPECIAL PASTEURIZED FOR USE IN TROPICAL COUNTRIES.

VERY LIGHT, EXCEEDINGLY PALATABLE, REFRESHING and WHOLESOME.

YOU WILL REJECT OTHER BEERS WHEN ONCE YOU TRY THIS.

PER CASE 4 DOZEN QUARTS... \$16.50

CASE 6 DOZEN PINTS... 18.00

DOZEN QUARTS... 4.15

DOZEN PINTS... 2.75

SOLE AGENTS—

H. PRICE & CO. LTD.

WINE, SPIRIT & CIGAR MERCHANTS.

12 QUEEN'S ROAD CENTRAL.

Hongkong, 12th August, 1908.

AMONG MERCHANTS' AFFAIRS.

CHARGED WITH COMMITTING FRAUDULENT BANKRUPTCY.

Tan Hay Loon, of Amoy, was before the Senior Magistrate, Mr. E. C. Howard, at Singapore on the 1st inst. to show cause why he should not be extradited on a charge of fraudulent bankruptcy, alleged to have been committed in Amoy.

Mr. Hastings Rhodes, the Acting Deputy Public Prosecutor, appeared for the Crown. Messrs. Wee Theam Tew and R. St. J. Braddell for the complainant, another Amoy merchant, and Mr. C. I. Carver for the accused.

Mr. Carver asked for a more specific statement of the charges against his client.

Mr. Rhodes explained that he was charged under Section 102 of the Bankruptcy Ordinance and Section 421 of the Penal Code.

Kang Chung Tin, the complainant who gave evidence on a previous occasion, was cross-examined by Mr. Carver. He said that he came here under a power of attorney from the creditors with the purpose, originally, of collecting from the accused. He did not bring with him a copy of the bankruptcy petitions, two of which had been signed, one for presentation to the District Court at Amoy, and the other to the British Consul, complainant's firm being registered as British.

Accused had said to his creditors that he could not meet his obligations owing to his failure to receive expected remittances from Chop Chin Liong, Singapore. They accepted this as true.

There were 14,000 taels to come from Singapore. Of this the creditors were to get half, in addition to 23,000 taels expected from Hongkong. He promised to pay the balance from time to time, from the profits of his business. He said that he had no other money, but witness believed that he had had money and property.

Mr. Rhodes re-examined the witness at length. A large number of leading Chinese came into the Court, among them being the Chinese Consul-General, who was the next witness.

He gave his name as Teo Long and identified the signature of the Tao-tai of Amoy on the warrant for the apprehension of the accused. He stated that, on receipt of despatches from the Tao-tai of Amoy, he took steps for the extradition of the accused. The warrant said that accused had absconded with large sums of money to Chinese and foreign merchants in Amoy. This was an offence in China.

The Tao-tai was in charge of three prefectures. The province was divided into prefectures and these were subdivided into districts. This Tao-tai was in charge of three districts, in which he acted as Police Magistrate, Judge and Governor. He was appointed by the Emperor, who was appointed by the latter.

Mr. Rhodes asked for an adjournment.

Mr. Carver opposed, saying that the charge had been hanging over his client for a month, and this state of things ought not to be prolonged indefinitely.

Mr. Rhodes said that he thought it necessary to get copies of the bankruptcy proceedings from Amoy, which would take about eighteen days. He asked for two weeks postponement.

Mr. Carver said that accused was paying interest on his bail, which was \$10,000. It was a common practice.

It is an offence, suggested Mr. Rhodes. It is a common practice, often done here, I ask that this amount be reduced, replied Mr. Carver.

The bail was reduced to \$4,000, and the Court adjourned.

NEW ROUTE TO EUROPE.

Mr. Seiji Tanaka, a director of the South Manchurian Railway Company, Limited who is at Shanghai at present is arranging for the new steamship service between Shanghai and Tientsin with the local office of the Nippon Yusen Kaisha. A representative of the Shanghai Mercury had an interview with Mr. Tanaka, and learned that the South Manchurian Railway Company has chartered the N.Y.K. steamer "Kobe Maru," well known to Shanghai, and that the steamer will give a weekly service between Shanghai and Tientsin commencing from the 14th August. The steamer will leave Shanghai every Friday and arrive at Tientsin every Sunday. The train leaves Tientsin for Kwangchow on Monday evening arriving at the latter place on Monday evening. After an interval of 1½ hours the Russian Chinese Eastern Railway train leaves for Harbin, at 3.30 p.m. the same day, arriving at Harbin on Tuesday morning, and the same evening the express train of the Wagon-Lits Company leaves Harbin for Europe arriving at Moscow in ten days. The train from Europe arrives at Harbin every Saturday morning and leaves Harbin for Kwangchow on the evening. Every Sunday morning the train leaves Kwangchow for Tientsin where the train arrives on Monday morning. The "Kobe Maru" will leave Tientsin every Tuesday arriving at Shanghai on Thursday at present the time taken between Tientsin and Kwangchow is 25 hours but Mr. Tanaka thinks it may be shortened to 13 hours after the autumn of 1909. The time between Changchun and Harbin now occupies ten hours but if the road were properly repaired it may be run in 7 hours thus making the journey between Tientsin and Harbin twenty hours in all with roads properly repaired. This is almost Mr. Tanaka's ideal. The Peking-Hankow line in the middle of September will run three times a week to connect with one Wagon-Lits express and two Russian State expresses. The Company has three sleeping, three dining, three mail and baggage, and three parlour cars, all provided by the Pullman Car Company. Tickets for the through trains, including the steamship line between Shanghai and Tientsin, will be sold by the local agents, the N.Y.K. and all the Far Eastern (including Australia) Agents and European agents of the Wagon-Lits. Mr. Tanaka.

Somehow or other, remarks the Manila Observer, one hears more of typhoons in the Philippine islands than in Hongkong. Yet Hongkong suffers from tropical storms much more than do these islands. In the last two years alone Hongkong has been visited by two of the most destructive cyclones recorded in the past few decades. In 1906 ten thousand people were killed in a typhoon at Hongkong and last week's typhoon drove ashore or sunk, scores of vessels were driven ashore or sunk, while houses were destroyed, wharves blown or washed away, and general havoc wrought by wind and water.

In Manila there has been but one serious typhoon in some years. That was in September, 1905, but even in it not much damage was done nor were more than one or two lives lost; if any. Manila is well sheltered from the sweep of the wind, while Hongkong lies exposed to its full force from certain quarters. One of the reasons why Manila has a reputation for typhoons is because of the fact that most of them originate in or near these islands, and the whole Far East depends on the meteorological station here for warning and information concerning them.

The magnificent abilities of Father José Algue, the government weather observer here, have become famous all over the Orient, and his warnings of approaching storms are looked for and heeded by mariners and landmen all over the Far East. But on account of the humanitarian service done in this way a certain amount of obliquity has come on the Philippines. It is true that the Chinese sea between Manila and Hongkong is an abiding place of baguets but Manila itself usually escapes harm.

It would be well to let this be known. The Marchants Association might, in its references to the climate of this city, state strongly the freedom from harmful baguets enjoyed by this metropolis and the surrounding country. We have cause to rejoice that nature, while making the vicinity of these islands the birthplace of typhoons, has mercifully ordained that they shall wreak their vengeance on other and foreign countries.

REVOLVING HOUSE.

A revolving house, built with the object of catching the breeze in summer heat and the sunshine in winter, is the original idea of Mr. William Reimann, a jeweller of Fifth Avenue, New York. He is having the new residence built at Bayview, Long Island. It will rest on a platform, and a motor for electric lighting in the butler's pantry will be the "New York Herald" Paris supply the power to make it revolve at the owner's desire. The architect says the house will be like any fine suburban residence. Steps will be attached to every doorway, so that when the house comes to a standstill the door will be available. The rear portions and extensions will project over the lawn, so that when the house revolves none of the turntable is visible. The water supply and sewer connections will be made through the hollow core of the axle of the turntable. There will be no gas, but electric light connections fitted through the axle core.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Manager only, and special business notices to the Editor.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: Press, Odessa: A.B.O. 5th St. Libor.

P.O. Box, 22. Telephone No. 12.

NEW ADVERTISEMENTS

COLLEGIODE SANTA ROSA DE LIMA

A HIGH-CLASS BOARDING AND DAY SCHOOL FOR YOUNG LADIES, MACAU.

Under the patronage of His Lordship, the Bishop of MACAU.

THE CLASSES of the above Establishment will RE-OPEN on the Ninth of SEPTEMBER next.

The Teaching of Foreign Languages forms the principal feature of the College, all the Teachers being European. Portuguese, English, French, and German are taught by skilled certificated teachers. There are four Portuguese lady teachers from Portugal, two English, two French, and one German, all possessing diplomas of Certified Trained Teachers.

Besides Languages, the girls are taught in their own Languages Geography, History, Arithmetic, Religion, Morality, and Civility. Music, Vocal, and Instrumental (Piano), Drawing, Needlework, and Embroidery, and Water-Colour, and all the subjects are taught by the same efficient staff of Ladies.

The Convent is situated at the East end of Praia Grande, overlooking the sea. The Class Rooms and Dormitory are very roomy, and airy. Excellent table. The Sanitary arrangements are perfect.

The health, and deportment of the Children are the objects of special care. A monthly report of the progress and behaviour of the girls is sent to the Parents.

For terms, and further particulars apply to **THE LADY SUPERIORESS.**

Hongkong, 12th August, 1908. 1172

KOWLEON CRICKET CLUB.

SATURDAY Next, AUGUST 16TH.

GRAND PROMENADE CONCERT,
AT 9 P.M.
ON THE CLUB GROUND, KING'S PARK, KOWLEON.

An Excellent Programme has been arranged consisting of Songs, Recitations, &c., by local Ladies and Gentlemen.

FULL BAND of the 13th RAJPUTS (Bandmaster, C. C. C.) by kind permission of Major Evans and Officers of the Regiment.

Admission \$1

Tickets may be obtained from Members or of T. CHEE, Hon. Secretary.

PROGRAMME:

1. SONG. "Lullaby" of Braid Scotland Band of the 13th Rajputs.

2. SONG. "The Message" Mr. P. T. Chapple.

3. SONG. "The Country Girl" Mr. L. Broughall.

4. SONG. "The Country Girl" Mr. L. Broughall.

5. RECITATION. "The Country Girl" Mr. L. Broughall.

6. SONG. "The Country Girl" Mr. L. Broughall.

7. SONG. "The Country Girl" Mr. L. Broughall.

8. Duet. "The Country Girl" Mr. L. Broughall.

9. SONG. "The Country Girl" Mr. L. Broughall.

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100. SONG. "The Country Girl" Mr. L. Broughall.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA AND KOBE.

THE Company's Steamship

"**VORWAERTS**,"
Captain Bednarz, will leave for the above place on TUESDAY the 18th inst., P.M.

This Steamer has ample accommodation for passengers, electric light, and carries a doctor and stewardess.

For Freight or Passage, apply to **SANDER, WIELER & CO.,**
Agents,
Princes Building,
Hongkong, 12th August, 1908. 3

AMERICAN AND ORIENTAL LINE.

NOTICE TO CONSIGNEES.

THE Steamship,

"**JESERIC**,"
FROM NEW YORK.

CONSIGNEES of Cargo by the above named vessel are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained.

All broken, chafed, and damaged Goods are to be taken to the Godowns where they may be stored until the 15th inst. after which date no Claims will be admitted for the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 15th inst., or they will not be recognised.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by **ARNHOLD KARBURG & CO.,**
Agents,
Hongkong, 11th August, 1908. 1152

NEW ADVERTISEMENT

ALTERATION:

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHEW.

THE Company's Steamship

"**HATCHING**,"
Capt. Passmore, will be despatched for the above Ports on SUNDAY, the 16th August, at 10 A.M.

A Reduction of 20 per cent. on First Class Fare to Foochow will be made during the months of August and September.

For Freight or Passage, apply to **DOUGLAS, LAPELLE & CO.,**
General Managers,
Hongkong, 12th August, 1908. 1174

INTIMATIONS

EXPORT, IMPORT, INSURANCE FINANCE.

A FIRM of old established London Merchants invite Correspondence with Producers, Merchants or Agents, with a view to organizing new Imports, Exports or other suitable business. Please address with particulars and references to "ALBERTON," care of Street 3, 30, Cornhill, London, England. 1158

FRENCH LESSONS.

FRENCH TAUGHT entirely by Conversation and without translation by a Frenchman (a Teacher in Government Schools) and ENGLISH LESSONS by an English Lady.

(Apply by letter to "B. R.,
Care of "Daily Press" Office,
Hongkong, 18th November, 1908. 1023)

REMOVAL NOTICE.

WE beg to inform our numerous Customers and the General Public that we have REMOVED our business premises to No. 14, QUEEN'S ROAD CENTRAL, Corner of Zealand Street, where we hope the same patronage will be extended to us as in the past.

HOOSAIN-ALI & Co.
Hongkong, 27th July, 1908. 651

NOTICE OF REMOVAL.

THE Undersigned beg to notify their Customers and the General Public that they have REMOVED to No. 27, DES VOUX ROAD CENTRAL, opposite the P. O. Co.'s Office.

A new variety of ALPHABETIC PICTORIAL POST CARDS, ASIATIC and FOREIGN POSTAGE STAMPS and all Philatelic Goods are now exhibited at their Show-Room, and a Great Assortment of MANILA CIGARETTES and CIGARETTES, as well as NOVELTY ALBUMS, &c., &c., are for Sale at moderate prices.

GRACE & CO.,
27, Des Voux Road,
Hongkong, 7th August, 1908. 1021

NOTICE.

THE COMMITTEE of the YUK KIU KAU CHAI CHARITABLE INSTITUTION beg to acknowledge, with grateful thanks, the Subscriptions mentioned below for the Flood Relief Fund for the YUK KIU Village in the Hock-San District, in the Shin Hing Prefecture.

Mr. Meyerink & Co.	100
Holland China Trading Co.	100
Ford, Borsman & Co.	100
E. D. Sassoon & Co.	100
Arnold, Karberg & Co.	100
Jensen & Co.	100
Schmidt & Co.	100
Carlqvist & Co.	100
Butterfield & Swire	250
David Sassoon & Co.	100
Jardine, Matheson & Co.	250
Yee-Chin-Jayap Lijn	250
Edes & Co.	250
Hamburg-Amerika Linie	250
Austrian Lloyd's S. N. Co.	100
Total	\$2,550

Hongkong, 7th August, 1908.

SANG MOW.

RATTAN AND GRASS FURNITURE MAKER.

CHAIRS, TABLES, SETTEES & LONG CHAIRS.

BAMBOO BLINDS, MATTINGS in all colours on Sale.

All Orders receive prompt attention.

59A, QUEEN'S ROAD CENTRAL, HONGKONG.

Hongkong, 20th February, 1908. 401

ON SALE.

A TABLE of THE RATES OF EXCHANGE AT HONGKONG

For Demand Drafts on London on the day of or preceding the departure of the English Mails; also Table of the Yearly Approximate Averages for 24 Years

FROM 1874 to 1907.

Price: \$2 Cash. On sale at the "DAILY PRESS" Office, or Local Booksellers.

ON SALE.

THE FIFTY YEARS ANGLIO-CHINESE CALENDAR

日曆英中五十年

1913, BEING FROM THE 1st YEAR OF THE 19TH CENTURY TO THE 50th YEAR OF THE 20th CENTURY.

Price: \$2 CASH.

On Sale at the "HONGKONG DAILY PRESS" Office, or Agents in all the Ports of the Far East.

The Book will be sent by Registered Post (free) to any part of the World unrepresented by Agents on receipt of Money Order.

PUBLIC COMPANIES

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the CITY HALL, Hongkong, on SATURDAY, the 22nd day of August, 1908, at NOON, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 30th June, 1908.

By Order of the Court of Directors,
J. E. M. SMITH,
Chief Manager.
Hongkong, 1st August, 1908. 1149

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the Register of Shares of the Corporation will be CLOSED from MONDAY the 10th instant to SATURDAY the 22nd instant, both days inclusive, during which period no Transfer for Shares can be registered.

By Order of the Court of Directors,
J. E. M. SMITH,
Chief Manager.
Hongkong, 1st August, 1908. 1149

HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY MEETING of Shareholders will be held in the Offices of the Company, Queen's Buildings, Connaught Road, on MONDAY, 24th August, at 12 o'clock, NOON, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 30th June, 1908.

The TRANSFER BOOKS of the Company will be CLOSED from the 10th to the 24th August, both days inclusive.

By Order of the Board of Directors,
THOS. I. ROSE,
Secretary.
Hongkong, 29th July, 1908. 1158

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the Provisional Certificate No. 43/1002 dated Hongkong 28th November, 1907, for Six Shares of this Bank numbered 88801 to 88806 inclusive registered in the name of Miss ELLA DENON FIRTH, has been LOST or STOLEN, and should this Certificate not be produced to the Bank before the 30th August, 1908, a New Certificate for the Shares will be issued, and the aforesaid Provisional Certificate No. 43/1002 will be thereafter treated by this Corporation as Null and Void.

By Order of the Court of Directors,
J. E. M. SMITH,
Chief Manager.
Hongkong, 30th July, 1908. 1158

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the Certificate No. N/8/100 dated Shanghai 16th July, 1908, for Two Shares of this Bank numbered 64,594 to 64,595 inclusive, registered at the Shanghai Branch in the name of CHOW HAN YU, has been LOST or STOLEN, and should this Certificate not be produced to the Bank before the 30th August, 1908, a New Certificate for the Shares will be issued, and the aforesaid Certificate No. N/8/1000 will be thereafter treated by this Corporation as Null and Void.

By Order of the Court of Directors,
J. E. M. SMITH,
Chief Manager.
Hongkong, 30th July, 1908. 1158

報新外中港香

CHUNG NGOI SAN PO
(Chinese Daily Press).

PUBLISHED DAILY.

Is the oldest and still immensurably the best Advertising medium among the Native Community.

Established for over FIFTY YEARS.

Circulates largely throughout Southern China, Indo-China, etc.

Terms for Advertising (Translation free) can be obtained at the Office, 13, Des Voux Road Central, Hongkong, 131, Fleet Street, London or from the different Agents.

Documents translated from or into Classical or Colloquial Chinese.

TO LET.

TO LET.

OFFICES in ALEXANDRA BUILDINGS.

Apply to—**SECRETARY,**
A. S. Watson & Co., Limited.
Hongkong, 23rd April, 1907. 91

TO LET.

ONE OFFICE ROOM, Third Floor, New Praya 2, opposite Murray Pier.

Apply to—**SCHULDT & CO.**
Hongkong, 28th July, 1908. 1013

TO LET.

DERRINGTON, Peak Road, below L.R.O. Tennis Courts. From 1st September a.o. The Property is also FOR SALE.

For Particulars apply to—**C. SCHROETER,**
Care of GABRIEL, BORNHUB & Co.,
King's Buildings, 3rd Floor.
Hongkong, 8th August, 1908. 1164

TO LET.

NO. 27 and 33, SEYMOUR ROAD.
Apply to—**SAM WANG CO. LTD.,**
81, Queen's Road Central,
Hongkong, 14th July, 1908. 190

TO LET.

A HOUSE in KNOTSFORD TERRACE KOWLEON.

Apply to—**THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.**
Hongkong, 1st August, 1908. 185

TO LET.

TO LET.

COAL YARD. From 1st September, 1908. A PORTION of the COMPOUND of Marine Lot, No. 42, Wanchai, Praya East, facing the Sea, used for Storing Coal, now in possession of Messrs. CHIT CHONG & Co., Coal Merchants.

Apply to—**N. MODY & CO.,**
54, 56, Queen's Road, Central,
Hongkong, 23rd July, 1908. 1108

TO LET.

4 and 5-ROOMED HOUSES in Kowloon.

Apply to—**HUMPHREYS ESTATE & FINANCE CO., LTD.**
Hongkong, 2nd July, 1908. 1018

TO LET, FROM 1st SEPTEMBER.

At SHAMSHUI, CANTON.

HOUSE No. 103, (Kwan How Buildings) at present in the occupation of the I.M. Customs.

Apply to—**THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.**
Hongkong, 1st August, 1908. 1110

TO LET.

FIRST FLOOR of No. 6, Queen's Road Central, comprising Six Large Rooms and Outbuildings suitable for business Premises or Dwellings, lately occupied by FRED. BORNEHANN.

Apply to—**DAVID SASSOON & Co. Ltd.**
Hongkong, 7th April, 1908. 96

TO LET.

OFFICES and ROOMS on the 1st and 2nd Floors of No. 14, Des Voux Road Central, formerly occupied by Messrs. SARGENT & CO.

Apply to—**THE COMPASS ROPE DEPARTMENT, E. D. SASSOON & CO.,**
Queen's Road Central.
Hongkong, 10th June, 1908. 947

TO LET.

FROM 1st MAY.

KOWLEON MARINE LOT 48, Yau-mat, Area 95,200 square feet and with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.

Apply to—**HUMPHREYS ESTATE & FINANCE CO., LTD.**
Hongkong, 18th January, 1908. 921

TO LET.

GODOWN No. 5A, DUDELL STREET.

Apply to—**THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.**
Hongkong, 1st August, 1908. 823

TO LET.

OFFICES in HOTEL MANSIONS.

Apply to—**HENRY HUMPHREYS,**
Alexandra Buildings,
Hongkong, 1st May, 1908. 785

TO LET.

"GLENWOOD" GAIN ROAD, suitable for a Boarding house or Club. Containing 26 Rooms.

2, BEACONSFIELD ARCADE, facing the Parade Ground.

C. M. S. PRANK BUNGALOW, Mount Kallet. Furnished. From 1st October, 1908 to 30th June 1909. Rent \$100 a month and taxes.

OFFICES in Bank Buildings, Top Floor. BEACONSFIELD ARCADE, Fine Offices and Dwelling Rooms.

No. 15, QUEEN'S ROAD CENTRAL, Top Floor (over Calicut MacGregor).

OFFICES in Queen's Road Central. BELLIOS TERRACE HOUSES, ROBINSON ROAD.

No. 3, DUDELL STREET Shop.

No. 2, DES VOUX VILLAS (PRANK).

Apply to—**LINSTEAD & DAVIS,**
3rd Floor, Alexandra Buildings,
Hongkong, 10th August, 1908. 89

INSURANCES

THE GLORUS INSURANCE COMPANY OF HAMBURG.

THE Underigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

CARLOWITZ & Co.
Hongkong, 13th August, 1908.

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-EN-CHATELAIN.

THE Underigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO.
Agents.
Hongkong, 21st April, 1907.

NORTH BRITISH AND MERCHANT TIRE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1907
£18,114,624.

I. AUTHORIZED CAPITAL... £3,000,000
SUBSCRIBED CAPITAL... 2,750,000
PAID-UP CAPITAL... 687,500 0 0
II. FUND FUNDS... 8,065,374 15 7

The Underigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO.,
Agents.
Hongkong, 21st July, 1908.

INTIMATIONS

PRIVATE BOARD AND RESIDENCE

MRS. GILLANDERS
"CLAREMONT,"
2 & 4, KENNEDY ROAD.
Hongkong, 9th February, 1907.

SIEN TING.

SURGON DENTIST.
No. 10, D'ARLIER STREET.
TERMS VERY MODERATE.
Consultation Free.
Hongkong, 21st September, 1905.

DR. M. H. CHAUN,
THE latest Method of the AMERICAN SYSTEM OF DENTISTRY.
33, QUEEN'S ROAD, CENTRAL.
From the University of Pennsylvania, U.S.A.
Hongkong, 17th April, 1907.

DAVID CORSAE & SON'S
MERCHANT NAVY
NAVY BUILT
LONG FLAX
RELIANCE CROWN
TARPAULING
ARNOLD, KARBURG & CO.
Sole Agents.

SINGON & CO.

IRON, STEEL, METAL and HARDWARE MERCHANTS. Wholesale and Retail. Ironmongers, Pig Iron and Foundry Coke Importers. General Storekeepers and Shipchangers. 35 & 37, LADY STREET (2nd Street, west of Central Market) Telephone No. 515.

NEW CARTRIDGES.

BY Popular English Manufacturers. In all Bore and Sizes.
BROCKLEY POWDER and CHILLED SHEET. From No. 10, 10888, at 36, 37 and 75 per 100. SPORTING REQUISITES and AIR GUNS in Variety.
Inspection Invited.
WM. SCHMIDT & CO.
Hongkong, 28th October, 1908.

THE DIRECTORY and CHRONICLE FOR 1908

Copies may be obtained at the "HONGKONG DAILY PRESS" OFFICE or from Booksellers throughout the Far East.
Hongkong, 15th February, 1908.

FOR EUROPE & AMERICA, INDIA, AUSTRALIA, &c., and for

PRIVATE RESIDENTS at the OUTPOSTS. A Comprehensive and Complete Record of the NEWS OF THE FAR EAST is given in the HONGKONG WEEKLY PRESS.

with which is incorporated THE CHINA OVERLAND TRADE REPORT, Subscription, paid in advance, \$12 per annum. Postage 32 to any part of the World.

THE NEW FRENCH REMEDY

TRADE MARK
A successful and highly popular remedy, used in the most successful hospitals by Remy, Rostan, Robert, Veillon and others, combines all the desiderata to be sought in a medicine of this kind, and surpasses everything hitherto known.

THERAPION No. 1. A powerful, short-acting, and highly popular remedy, used in the most successful hospitals by Remy, Rostan, Robert, Veillon and others, combines all the desiderata to be sought in a medicine of this kind, and surpasses everything hitherto known.

THERAPION No. 2. A powerful, short-acting, and highly popular remedy, used in the most successful hospitals by Remy, Rostan, Robert, Veillon and others, combines all the desiderata to be sought in a medicine of this kind, and surpasses everything hitherto known.

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THERAPION No. 4. A powerful, short-acting, and highly popular remedy, used in the most successful hospitals by Remy, Rostan, Robert, Veillon and others, combines all the desiderata to be sought in a medicine of this kind, and surpasses everything hitherto known.

THERAPION No. 5. A powerful, short-acting, and highly popular remedy, used in the most successful hospitals by Remy, Rostan, Robert, Veillon and others, combines all the desiderata to be sought in a medicine of this kind, and surpasses everything hitherto known.

THERAPION No. 6. A powerful, short-acting, and highly popular remedy, used in the most successful hospitals by Remy, Rostan, Robert, Veillon and others, combines all the desiderata to be sought in a medicine of this kind, and surpasses everything hitherto known.

THERAPION No. 7. A powerful, short-acting, and highly popular remedy, used in the most successful hospitals by Remy, Rostan, Robert, Veillon and others, combines all the desiderata to be sought in a medicine of this kind, and surpasses everything hitherto known.

THERAPION No. 8. A powerful, short-acting, and highly popular remedy, used in the most successful hospitals by Remy, Rostan, Robert, Veillon and others, combines all the desiderata to be sought in a medicine of this kind, and surpasses everything hitherto known.

THERAPION No. 9. A powerful, short-acting, and highly popular remedy, used in the most successful hospitals by Remy, Rostan, Robert, Veillon and others, combines all the desiderata to be sought in a medicine of this kind, and surpasses everything hitherto known.

THERAPION No. 10. A powerful, short-acting, and highly popular remedy, used in the most successful hospitals by Remy, Rostan, Robert, Veillon and others, combines all the desiderata to be sought in a medicine of this kind, and surpasses everything hitherto known.

NOTICES TO CONSIGNEES

NAVIGAZIONE GENERALE ITALIANA (Eletto and Reunited Companies).

NOTICE TO CONSIGNEES

FROM BOMBAY AND SINGAPORE.
THE Steamship

"ISCHIA."
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk, into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All Claims must be sent to the Office of the Underigned before Noon on the 15th inst., or they will not be recognized.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th inst., at 5.30 A.M.

No Fire Insurance has been effected.

"CARLOWITZ & CO.,
Agents.
Hongkong, 5th August, 1908.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENGLOE."
FROM ANTWERP LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Underigned on or before the 25th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 6th August, 1908.

NOTICE TO KOWLOON RESIDENTS

EXTRA COPIES of Daily Press are on sale daily at the following stores:
KOWLOON: B. J. STALL, Ferry Wharf; Messrs. H. BUTTNER & SONS, Kowloon Street; No. 34, Elgin Road; Messrs. HUNG CHEONG, Elgin Road; Mr. A. H. YAU, Hongkong Ferry Wharf; Stall Hongkong, 27th July, 1908.

THORNE'S OLD VAT

PER CASE \$15
THIS VAT WAS STARTED BY THE LATE ROBERT THORNE OF BIRMINGHAM AND HAS BEEN SOLD SINCE 1901

SCOTCH WHISKY.

SOLE AGENTS IN HONG KONG, CHINA & MANILA.
A. S. WATSON & CO. LTD.
As Supplied to the House of Commons.

KEATING'S WORM TABLETS.

A purely Vegetable Preparation for the treatment of all cases of Worms, whether in the stomach or intestines. It is a powerful and reliable remedy, and is adapted for all ages, from Infants to the Elderly. It is sold by all Druggists.

APIOLINE (CHAPOTEAUT)

For functional troubles, delay, pain and those irregularities peculiar to the sex. Prescribed by the highest French Medical authorities and superior to Tansey, Steut Drops and Poiny royal. CHAPOTEAUT, 8, rue Vivienne, Paris.

LADIES' SAFE REMEDY

For functional troubles, delay, pain and those irregularities peculiar to the sex. Prescribed by the highest French Medical authorities and superior to Tansey, Steut Drops and Poiny royal. CHAPOTEAUT, 8, rue Vivienne, Paris.

Sold by all Chemists

THE GERMAN SHIPBUILDING EXHIBITION.

The Shipbuilding Exhibition which was opened by the Emperor William on the 2nd July, 1908, presents a remarkably complete picture of the progress of the shipbuilding industry in Germany during the last 50 years. Nearly 250 firms have contributed exhibits of various kinds, and there are few, if any, of the objects on view which are not directly connected with some department of shipping or shipbuilding.

With a due sense of proportion the Office of the Imperial Marine has contented itself with a comparatively small number of exhibits. In the case of the collection of 53 models of ships which have been built at various times for the Imperial Marine, it was perhaps unavoidable that over a dozen of these should also be found among the 44 models of German war vessels, including 10 torpedo-boats, which are displayed by the chief shipbuilding firms. The Imperial Marine, moreover, has only contributed four examples of modern naval guns, one of which is designed for the new type of battleship. The collection of clocks and nautical instruments, however, is extremely varied. A special feature of the naval section is a full-sized reproduction of the captain's cabin of the Kaiser's yacht, and the deck bay of the battleship Nassau, which was launched March 7, 1907. In both cases the standard of comfort is higher than in the British Navy, and the surgeon of a British man-of-war might be disposed to envy his German colleagues the well-appointed operating theatre which is attached to the sick bay.

The principal arms and yards which are entrusted with the construction of ships for the Imperial Marine are Schichau of Elbing, the Vulkan Company of Stettin, Krupp, Blohm and Voess of Hamburg, Howaldt, Kiel, and the Weser yards of Bremen. All of these works contribute models of the ships which they have built to the order of the German Government.

The Blohm and Voess exhibit a number of torpedo-boats, while the Vulkan yards exhibit nearly 20 models of battleships and cruisers. In the Krupp section may be seen the exterior and internal fittings of a 200-ton submarine. For obvious reasons the essential secrets of the vessel's construction are not revealed, but according to the catalogue the length is 423 metres, the breadth 36 metres, the depth 6.5 metres, the gross displacement 235 tons, and the horse power 450, with an estimated speed of 10.9 knots. The other Krupp exhibits include a model of the battleship Deutschland, the flagship of the High Sea Fleet, two model sections of the Zeppelin turbine, and a small collection of projectiles and motor-boat accessories. The collection of guns is comparatively meagre. Two Krupp guns are exhibited in the naval section, and these are the only examples of the firm's work; but the machine-factories of Dusseldorf and the German Arms and Ammunition Company of Berlin exhibit respectively five and two different kinds of small guns as well as specimens of projectiles.

The great progress which electrical engineering has made in Germany is well illustrated by the varied appliances, such as the fittings of a conning-tower, searchlights, a Bontgen-ray apparatus, and other accessories, which are exhibited by well-known firms like Siemens-Schuckert of Berlin. The exhibits of the Allgemeine Elektrizitäts Gesellschaft, or "A.E.G.," as the company is called for short, are installed in a separate building. One of the most interesting exhibits shown by the company is the reproduction of the engine-room of a turbine torpedo-boat. In 1904 the A.E.G. first equipped a large passenger steamer, the Kaiser, with turbine engines, and the Emperor William showed his interest in the company's experiments by being present on board during the trials of the vessel.

The chief feature of the system which was tried in the Kaiser is that the disposition of the turbines is similar to the arrangement which is adopted in the case of compound reciprocating engines, so that each propeller is worked by a self-contained set of engines. The A.E.G. claims that this method of arrangement, which in German technical parlance is described as the "joint" or "undivided" system, is in many respects superior to the Parsons patent, which is described as the "separate" or "divided" system. The superiority of the "joint" or "undivided" system is said to consist in the greater degree of control which can be exercised over the engines and in the greater ease with which the ship can be handled, especially in the case of reversing from "ahead" to "astern." The experiments, however, have not yet conclusively shown whether the "joint" or "undivided" system is more economical to work than the British system, but it is considerably expected that in this as in other regards superiority will ultimately be established. In the meantime the German Government has ordered from the A.E.G. turbines for a cruiser and four torpedo-boats, and one of the latter is to be fitted with engines developing 10,000 h.p. on the company's patent system. From the manner in which this year's naval contracts have been assigned it is evident that the Government is anxious to test the merits of all the principal German systems. In the case of the large German torpedo-boat G. 137, which has a displacement of 570 tons and at her trials developed a speed of 33 knots, German engineers claim that this vessel, with its engines arranged in two separate watertight engine-rooms, is far harder to work than its speedy British contemporaries of the Tribal class, which have all their engines arranged in one room. In addition to supplying the motive power for the turbine principle, the A.E.G. to surface condensers, feed, and circulation pumps. The company is also exhibiting the body of the Parvair airship, which is fitted with six-cylinder 100-horsepower benzine motor engine and a four-winged propeller.

Compared with the enormous output of vessels of every description for the mercantile marine, the number of ships which have been constructed for the navy has been comparatively small. A glance at the exhibits of the Association of German Shipbuilders, which comprises over 30 firms, affords an insight into the extraordinary activity of the shipbuilding industry in this country, and the comprehensive collection of models tells its own tale. Nearly every type of ship to be found in one or other of the different standards, Ocean liners, fishing smacks, icebreakers, cable-laying vessels, transport, and sailing yachts are all represented. In addition to a variety of full-size models, the Vulkan Co. contributes a case of miniature models of every ship which has been laid down in the Stettin yards from 1852 to 1908. Similarly the North German Lloyd exhibits small models of every ship in the company's fleet, together with details of the passenger service.

In other departments of exhibiting a good idea is given of the cabin accommodations on board large steamers. Both the North German Lloyd and the Hamburg-American Line exhibit examples of saloons and state cabins on board their express liners. The firm of Blohm and Voess shows the smoking room and vestibule which are eventually to be installed in an 8,000-ton steamer of the Kommodore Line. A ship's kitchen and bakery are also on view, together with bath rooms, gymnasium, a ship's

post-office, a nursery on board a South American liner, the repairing workshop of a battleship, a lighthouse with a powerful revolving lamp, and a complete installation of wireless telegraphy on the Telefunken system. Considerations of space alone have prevented the inclusion of marine engines and machinery, which were shown separately some years ago at Düsseldorf. But the Museum für Meeresskunde has contributed a collection of nearly 60 working models of the various engines, boilers, condensers, and pumps which are or have been employed in the ships of the imperial and mercantile marine.

The growth of the German shipping industry has promoted in a high degree the manufacture of miscellaneous appliances of all kinds. The number of smaller firms, which are represented at the exhibition is therefore considerable, and their numerous exhibits comprise every conceivable necessary which is to be found on board ship.

The completeness of the exhibition is well illustrated by a series of interesting models and samples which have been contributed by the association of German ironfounders and show the whole process of extracting the raw iron from the ore and converting it into steel. The exhibits of the Oberkühler steelworks give an idea of the actual appearance of the steel during the final stages of hardening, compressing, and rolling. Further on the models of plantations which are shown by the Westphalian firm of Stahlohn and the Duisburger Machine Building Company indicate the manner in which the difficulties of hoisting heavy steel plates are overcome. A conception of the work of building and repairing ships can be obtained from the models of slips and docks which are exhibited by the navy department and various private firms. Specimens of tank and other hard woods are also shown.

Finally, in a room which has been set apart for the purpose, popular lectures are to be delivered which, with the aid of limelight illustrations, will describe the various stages of a ship's construction, from the moment that the iron ore is taken from the earth until the completed vessel glides from the slips into the water. In this connection the admirable series of maps and panoramic plans of the principal harbours and waterways in Germany is worthy of special notice. The Prussian Office of Public Works has lent models of various harbours and a plan of the lighting of the fairway from Stettin to Swinemünde. The Imperial Office of Canal has lent models of the Brunsbüttel and Hüttenau locks of the Kiel Canal and a relief plan of the new canal cutting. The Senate of Lübeck contributes a plan of the Lube-Tra canal. The Hamburg Board of Works has lent the famous model of the port in 1903 with its numerous docks and basins, and the city of Bremen has lent models of the docks and the Lower Weser at Bremerhaven. Last, but not least, the Navy League courts attention with a variegated display of badges, buttons, and miscellaneous sea literature.

THE BRITISH BOARD OF ADMIRALTY.

"WORTH A FLEET TO ENGLAND'S ENEMIES."
The Times in an article on the Navy says:—Give the present Board of Admiralty as many millions as you like, and let it build as great a fleet as it will, yet you can have no guarantee that it will not disperse that fleet so that a weaker enemy may destroy it in detail. The recorded action of the Board proves that it is more likely to do this than to handle its Navy correctly. "By their fruits ye shall know them" is a maxim applicable to Boards of Admiralty. To keep the present Board in to handle this country for the next war. The Austrian General Mack, whose army was captured by Napoleon at Ulm, was worth a whole army to his adversary. The present Board of Admiralty is worth a fleet to England's enemies, if she has any. But there is the other cause of defeat, a Navy weak in some important kind of force. The present Board of Admiralty has also secured this kind of disadvantage for Great Britain. The German North Sea Fleet has sixty torpedo craft. It is to say the least doubtful whether the British Navy possesses enough sea-going torpedo craft to meet the sixty at an advantage. The present Board of Admiralty has produced and glorified the D. at night. By that production it should stand or fall. The Dreadnought, however, is not now thought to be equal to the ships of the King Edward type. The probability is that the King Edward would sink the Dreadnought in twenty minutes. The grounds for that belief are founded in Sir William White's recent paper, to which we called attention a week or two ago. Next, this Board has deprived the Fleet of its moderate-sized cruisers and provided it with huge armoured cruisers, too big for scouting or detached work, and too weak to be matched against battleships. Thus the Board, whose business it is to prepare for war, has prepared for war by laying waste foundations, not for victory but for defeat. Its strategy and its shipbuilding policy have been alike disastrous. There is in a fleet one other source of strength, the discipline which binds officers and men together and makes them, in Nelson's phrase, "a band of brothers." The splendid discipline of the English Navy in the last great war was up for some years in strategy and for some shortcomings in shipbuilding. The present Board of Admiralty has by its failure to punish some gross cases of insubordination encouraged that deadly cancer and done some injury to the discipline of the Navy that years of honest work will be required to restore the good feeling which formerly animated the personnel of the Service.

Matters to which attention is here called are familiar to the officers of the Navy. It is our duty to make them known to the public, which as soon as it realises the truth will insist upon a change.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—On the 11th at 12.55 p.m.—The barometer has risen quickly over Formosa and the China coast.

The highest pressure is probably lying over Japan, and the lowest over China to the South of the Yangtze.

Many of the returns are not yet in hand. Moderate variable winds may be expected in the Formosa Channel, and moderate or fresh monsoon over the China Sea.

Telegraphic communication between the Observatory and Hongkong is interrupted. Hongkong at all, for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—Hongkong & Neighbourhood:—Variable winds, moderate.

Formosa Channel... Same as No. 1. South coast of China between... Same as No. 1. South coast of China between... Same as No. 1. Hongkong and Hainan... Same as No. 1.

(*) S.W. winds, moderate; fair at first, showery with thunder later.

past-office, a nursery on board a South American liner, the repairing workshop of a battleship, a lighthouse with a powerful revolving lamp, and a complete installation of wireless telegraphy on the Telefunken system. Considerations of space alone have prevented the inclusion of marine engines and machinery, which were shown separately some years ago at Düsseldorf. But the Museum für Meeresskunde has contributed a collection of nearly 60 working models of the various engines, boilers, condensers, and pumps which are or have been employed in the ships of the imperial and mercantile marine.

The growth of the German shipping industry has promoted in a high degree the manufacture of miscellaneous appliances of all kinds. The number of smaller firms, which are represented at the exhibition is therefore considerable, and their numerous exhibits comprise every conceivable necessary which is to be found on board ship.

The completeness of the exhibition is well illustrated by a series of interesting models and samples which have been contributed by the association of German ironfounders and show the whole process of extracting the raw iron from the ore and converting it into steel. The exhibits of the Oberkühler steelworks give an idea of the actual appearance of the steel during the final stages of hardening, compressing, and rolling. Further on the models of plantations which are shown by the Westphalian firm of Stahlohn and the Duisburger Machine Building Company indicate the manner in which the difficulties of hoisting heavy steel plates are overcome. A conception of the work of building and repairing ships can be obtained from the models of slips and docks which are exhibited by the navy department and various private firms. Specimens of tank and other hard woods are also shown.

Finally, in a room which has been set apart for the purpose, popular lectures are to be delivered which, with the aid of limelight illustrations, will describe the various stages of a ship's construction, from the moment that the iron ore is taken from the earth until the completed vessel glides from the slips into the water. In this connection the admirable series of maps and panoramic plans of the principal harbours and waterways in Germany is worthy of special notice. The Prussian Office of Public Works has lent models of various harbours and a plan of the lighting of the fairway from Stettin to Swinemünde. The Imperial Office of Canal has lent models of the Brunsbüttel and Hüttenau locks of the Kiel Canal and a relief plan of the new canal cutting. The Senate of Lübeck contributes a plan of the Lube-Tra canal. The Hamburg Board of Works has lent the famous model of the port in 1903 with its numerous docks and basins, and the city of Bremen has lent models of the docks and the Lower Weser at Bremerhaven. Last, but not least, the Navy League courts attention with a variegated display of badges, buttons, and miscellaneous sea literature.

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Finally, in a room which has been set apart for the purpose, popular lectures are to be delivered which, with the aid of limelight illustrations, will describe the various stages of a ship's construction, from the moment that the iron ore is taken from the earth until the completed vessel glides from the slips into the water. In this connection the admirable series of maps and panoramic plans of the principal harbours and waterways in Germany is worthy of special notice. The Prussian Office of Public Works has lent models of various harbours and a plan of the lighting of the fairway from Stettin to Swinemünde. The Imperial Office of Canal has lent models of the Brunsbüttel and Hüttenau locks of the Kiel Canal and a relief plan of the new canal cutting. The Senate of Lübeck contributes a plan of the Lube-Tra canal. The Hamburg Board of Works has lent the famous model of the port in 1903 with its numerous docks and basins, and the city of Bremen has lent models of the docks and the Lower Weser at Bremerhaven. Last, but not least, the Navy League courts attention with a variegated display of badges, buttons, and miscellaneous sea literature.

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Finally, in a room which has been set apart for the purpose, popular lectures

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SHANGHAI, MOJI, KOBE, and YOKOHAMA	PALMA Capt. G. W. Cookman, R.N.R.	About 14th Aug.	Freight only.
SHANGHAI	MALTA Capt. R. A. Peters	About 20th Aug.	Freight and Passage.
LONDON via USUAL PORTS OF CALL	DELTA Capt. B. W. H. Snow	Noon, 22nd Aug.	See Special Advertisement.

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F. J. ABBOTT,
Acting Superintendent.

Hongkong, 10th August, 1908.

CHINA NAVIGATION CO.,
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FOR	STEAMERS	TO SAIL
CHEFOO and TIENTSIN	"HUICHOW"	On 14th Aug., 2 P.M.
MANILA and SHANGHAI	"TAMING"	On 18th Aug., 4 P.M.
NINGPO and SHANGHAI	"SHANSI"	On 18th Aug., 4 P.M.
MANILA ZAMBOANGA, CUBU, DAY ISLAND, COOKTOWN, CAIRNS, TOWNVILLE, Brisbane, Sydney, with Transshipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH	"CHANGSHA"	On 2nd Sept., 4 P.M.

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SHANGHAI	"YATSHING"	Thursday, 13th Aug., Noon.
SINGAPORE, PENANG & CALUTTA	"KUTSANG"	Friday, 14th Aug., 2 P.M.
MANILA	"LOONGSANG"	Friday, 14th Aug., 4 P.M.
SHANGHAI	"LOONGSANG"	Saturday, 15th Aug., Noon.
BEHAI, YOKOHAMA, KOBE & MOI	"FOOKSANG"	Monday, 17th Aug., Noon.
MANILA	"YUENSANG"	Friday, 21st Aug., 4 P.M.

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NEXT SAILINGS FROM HONGKONG:

OUTWARD	HOMeward
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. AMBRIA ... 18th August	FOR HAVRE & HAMBURG: S.S. SAXONIA ... 12th Aug.
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. BRASILIA ... 27th August	FOR HAVRE, DUNKIRK & HAMBURG: S.S. SILVIA ... 23rd Aug.
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. SILESIA ... 10th September	FOR MARSEILLES, ANTWERP & HAMBURG: S.S. SLAVONIA ... 11th Sept.
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. SAMBIA ... 16th September	FOR DUNKIRK, ANTWERP & HAMBURG: S.S. SPESIA ... About Mid. of Sept.
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. SUEVIA ... 25th September	FOR HAVRE & HAMBURG: S.S. AMBRIA ... 20th Sept.
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. SENEGAMBIA ... 10th October	FOR HAVRE & HAMBURG: S.S. BRASILIA ... 4th Oct.
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. BELGRAVIA ... 17th October	FOR HAVRE & HAMBURG: S.S. SILESIA ... 18th Oct.

Further Particulars, apply to—

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Hongkong, 11th August, 1908.

Hongkong Office.

NORDDEUTSCHER LLOYD. BREMEN
IMPERIAL GERMAN MAIL
LINES.

FOR	STEAMERS	TO SAIL
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"DERFELINGER" Capt. G. MEINERS	About Wed. day, 12th August.
NAPLES, GENOA, ALEXANDRIA, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	"SCHARNHOEST" Capt. L. MAASS	Thursday, 13th Aug., at Noon.

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Hongkong, 10th August, 1908.

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DESTINATIONS.	STEAMERS.	SAILING DATES 1908.
MARSEILLES, LONDON and ANTWERP, via SINGA- PORE, PENANG, COLOMBO, PORT SAID	KAWACHI MARU, Tons 6101 Capt. H. Peterson. SANUKI MARU Capt. S. J. G. Parson, Tons 6112	WEDNESDAY, 19th Aug. at Daylight. WEDNESDAY 2nd Sept. at Daylight.
YOKOHAMA, B.C. and SEATTLE, WASH. via Kobe, Yokohama, Aichi, Moji, Kobe, Yokohama, Shimonoseki and Yokohama	AKI MARU Capt. M. Yagi, Tons 6444 IYO MARU Capt. S. Ishikawa, Tons 6320	TUESDAY, 18th Aug. at 4 P.M. TUESDAY, 1st Sept. at 4 P.M.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	YAWATA MARU Capt. K. Homma, Tons 3817 NIKKO MARU Capt. T. Harrison, Tons 5559	FRIDAY, 4th Sept. at Noon. FRIDAY, 2nd Oct. at Noon.
Kobe and YOKOHAMA	INABA MARU Capt. Wm. Bainbridge, Tons 6189	FRIDAY, 2nd Oct. at Noon.
BOMBAY via SINGAPORE, and COLOMBO	KAGESHIMA MARU Capt. T. Arakawa, Tons 4687	SATURDAY, 22nd Aug.
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU Capt. T. Harrison, Tons 5559	WEDNESDAY, 2nd Sept. at Noon.

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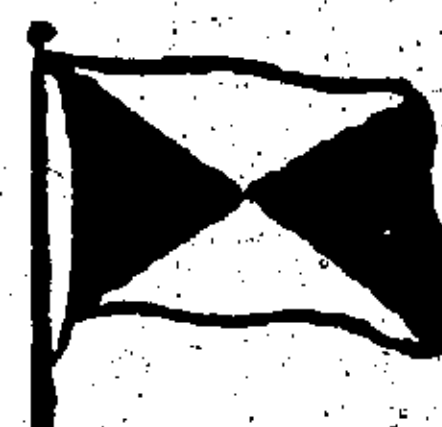
Hongkong, 10th August, 1908.

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MANAGER.EAST ASIATIC CO., LD.
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ST. PETERSBURG & VLADIVOSTOK.
SWEDISH EAST ASIATIC CO., LD.
GOTHENBURG.PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
COPENHAGEN & ST. PETERSBURG	"SOBERNIK"	On 15th August.
SHANGHAI, YOKOHAMA & KOBE	"CATHAY"	Middle of Aug.
VLADIVOSTOK	"LITUANIA"	End of August.
MARSEILLES	"HAVRE"	Middle of Sept.
& COPENHAGEN	"CATHAY"	Middle of Sept.

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Hongkong, 7th August, 1908.

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RUBI	2540	R. W. Almond	Manila	On 15th Aug. Noon.
ZAFIRO	2540	R. Rodger	Manila	On 22nd Aug. Noon.

For Freight or Passage apply to

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PROPOSED SAILINGS:

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AMIRAL OURY ... 12th Oct.	CORSE ... 11th Jan. 09

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TJIMAH	JAVA	Second half of Aug.	SHANGHAI	Second half of Aug.
TJULIATAP	JAPAN	Second half of Aug.	JAVA	Second half of Aug.
TJIKINI	JAPAN	First half of Sept.	JAVA	First half of Sept.
TJIPANAS	JAVA	First half of Sept.	JAPAN	First half of Sept.

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Hongkong, 8th August, 1908.

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18

SHIPPING IN PORT.

STEAMERS.	SAITING VESSELS.
AKI MARU, Japanese str., 3,985, M. Yagi, 9th Aug.—Seattle and Shanghai 6th Aug. General—Nippon Yusen Kaisha.	SAITING VESSELS.
AMARA, British str., 1,326, Matlock, 19th July Hongkong 18th July, Coal—Jardine, Matheson & Co.	JUTEPOLIS, British ship, 2,484, Stewart, 8th Aug.—San Francisco 5th April, Case Oil—Standard Oil Co.
ARCHIE, German str., 1,004, C. Kampel, 7th Aug.—Bangkok 29th July, Salt and Rice—Butterfield & Swire.	KING GEORGE, British ship, 2,057, Tucker, 2nd July—New York 12th March, Case Oil—Standard Oil Co.
APHRODIS, British str., 2,325, J. H. Smith, 31st July—Maracaibo 21st July, Coal—Doddwell & Co.	
BAREA, British str., 2,404, Whyte, 24th July—New York 7th May, and Durban 28th June, Case Oil—Standard Oil Co.	
CRATHAM, British str., 936, A. J. Duffy, 5th Aug.—Callao 24th June—China—General—Jardine, Matheson & Co.	
CHUYEN, Chinese str., 1,171, C. Stewart, 5th Aug.—Shanghai 2nd Aug. General—China.	
CHOWFA, German str., 1,059, F. Spiesen, 7th Aug.—Bangkok 4th July, Rice—Butterfield & Swire.	
CHOWAT, German str., 7,015, W. Moller, 31st July—Bangkok 31st July, Rice—Melchers & Co.	
COURTNEY, British str., 4,597, John Wiseman, 25th May—Moji 20th May, Coal—Mitsui Bussan Kaisha.	
DEWENT, British str., 1,642, J. Jenkins, 3rd Aug.—Saigon 5th Aug. Rice and General—China.	
EMPEROR OF INDIA, British str., 3,032, E. Becham, 8th Aug.—Vancouver 15th July, Mail and General—C. P. R. Co.	
FAUBUS, British str., 1,410, M. Malkin, 24th July—Shimonoseki 18th July, Rice—Jardine, Matheson & Co.	
FREITAG, Norwegian str., 891, O. Andersen, 8th Aug.—Saigon 4th Aug. Rice—Asgaard, Thorsen & Co.	
HADJES, Norwegian str., 1,065, G. Solberg, 2nd Aug.—Saigon 2nd July, General—Asgaard, Thorsen & Co.	
HANOI, French str., 742, J. Pannier, 10th Aug.—Haiphong and Hoibow 8th Aug. General—A. R. Marty.	
HUTCHIN, British str., 1,237, E. Forsyth, 9th Aug.—Swatow 8th August, General—Butterfield & Swire.	
HUPEN, British str., 1,205, G. J. Spink, 8th Aug.—Haiphong 5th August, Rice and General—Butterfield & Swire.	
IDOMENUS, British str., 4,254, H. Nish, 8th Aug.—Liverpool 4th July, General—Butterfield & Swire.	
INVERAN, British str., 2,853, Marshall, 30th July—New Castle 11th July, Coal—Arnold, Karberg & Co.	
ITHAKA, German str., 1,446, W. Vogeler, 28th July—Chinkiang 24th July, General—Hamburg-Amerika Linie.	
KATHARINE PAUL, British str., 3,075, W. H. Copp, 8th July—Callao via Yokohama and Kobe 12th May, General—Toyo Kisen Kaisha.	
KIANGPING, Chinese str., 1,222, H. Uddin, 31st July—Wuhu and Chinkiang 23rd July, Rice—China.	
KUTSANG, British str., 3,110, Bradley, 7th August—Moji 3rd August General—Jardine, Matheson & Co.	
KWANGTUNG, Chinese str., 1,243, Thos. Chapman, 2nd August—Ching Waik Teo 27th July, Rice and Coal—Shewan, Tomes & Co.	
KWANGTUNG, Chinese str., 1,536, Wm. H. Lund, 10th Aug.—Shanghai 6th Aug. General—China.	
KWITANG, British str., 1,035, Dawson, 6th Aug.—Newchwang July 26th and Chefoo 27th, General—Butterfield & Swire.	
LAISANG, British str., 2,224, E. J. Todd, 20th July—Callao 5th Aug. and Singapore 15th, General—Jardine, Matheson & Co.	
MACHEW, German str., 995, R. G. Zoller, 6th August—Bangkok 26th July, Rice, &c.—Butterfield & Swire.	
MANDAL, Norwegian str., 1,193, Gabrielsen, 31st July—Borneo 25th July, Coal—Wallen & Co.	
MENELAUS, British str., 3,003, R. D. Woodget, 9th August—Shanghai 6th Aug. General—Butterfield & Swire.	
MONTROSE, British str., 2,853, R. Glegg, 10th August—Kobe 7th August, General—Shewan, Tomes & Co.	
NANSHAN, British str., 1,277, Allen Jones, 5th August—Saigon 2nd August, Rice—Bradley & Co.	
NEKTES, Dutch str., 1,453, Westers, 29th July—Port Bukom July 21st, and Saigon 24th, Kerosene Oil—Asiatic Petroleum Co.	
PELUS, British str., 7,441, W. T. Hannaf, 3rd August—Tacoma, U.S.A. via Ports 8th July, General—Butterfield & Swire.	
PROTEUS, Norwegian str., 1,024, C. Muller, 3rd Aug.—Saigon 29th July, Rice—Asgaard, Thorsen & Co.	
RAJAH, German str., 1,204, B. Petersen, 3rd August—Bangkok 16th July, Rice—Butterfield & Co.	
RUBI, British str., 1,611, R. W. Almond, 10th August—Manila 8th August, Cotton and Sugar—Shewan, Tomes & Co.	
SIGMA, Australian str., 2,246, Zappa, 8th August—Moji 2nd August, Coal—Doddwell & Co.	
SIGNAT, German str., 840, G. Schickler, 7th August—Hoibow 6th August, General—Jardine, Matheson & Co.	
STANDARD, Norwegian str., 894, H. N. Ball, 17th July—Singapore 10th July, General—Wallen & Co.	
STREATHENDICK, British str., 2,843, J. B. Stewart, 7th August—New York via Durban 25th May, Case Oil and General—Doddwell & Co.	
TAKOSAN MARU, Japanese str., 1,934, Furuk, 10th August—Kochin 5th Aug. Coal—Mitsui Bussan Kaisha.	
TELEMACHUS, British str., 4,392, J. H. Goodwin, 28th July—Shanghai 26th July, General—Butterfield & Swire.	

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Alcorty, despatch boat, 700 tons, 10 guns, 300 h.p., Comdr. C. T. Fuller, Weihaiwei.	Britannia, gunboat, 710 tons, 900 h.p., Lieut. Comdr. F. B. Noble, Yangtze.	Canopus, British ship, 1,070 tons, Comdr. B. I. Majendie, en route Hongkong.	Clio, British ship, 1,070 tons, Comdr. C. D. S. Raikes, en route Hongkong.	Fame, torpedo-boat destroyer, 310 tons, 8 guns, 370 h.p., Lieut. Comdr. G. Green, Weihaiwei.	Flora, 2nd class cruiser, 430 tons, 10 guns, 700 h.p., Capt. Roland Nugent, Shanghai.	Haudey, torpedo-boat destroyer, 255 tons, 6 guns, 400 h.p., Lieut. Comdr. W. H. Darwall, Weihaiwei.	Harc, torpedo-boat destroyer, 295 tons, 6 guns, 400 h.p., Lieut. Comdr. G. C. Dickson, Weihaiwei.	Janus, torpedo-boat destroyer, 320 tons, 6 guns, 300 h.p., Lt. Comdr. C. A. Freemantle, Weihaiwei.	Kent, armoured, 930 tons, 14 guns, 2200 h.p., Capt. G. C. A. Marceux, Weihaiwei.	King Alfred, British cruiser, Flagship of Vice Admiral the Hon. Sir T. D. Leatham, Commander in Chief 14th Division, Capt. L. Clinton-Baker, Weihaiwei.	Kinsale, river gunboat, 616 tons, Lieut. Comdr. Sidney H. Tenyson, Yangtze.	Morla, surveying ship, 1,000 tons, 6 guns, 1400 h.p., Comdr. F. H. Walter, Jesselton.	Monmouth, cruiser, 980 tons, Capt. G. W. Smith, Weihaiwei.	Moorhen, river gunboat, 180 tons, 2 guns, Lieut. Comdr. C. C. Walcott, West River.	Nighthawk, river gunboat, 85 tons, 240 h.p., Lieut. Comdr. R. S. Roy, R.N., Yangtze.	Other, torpedo-boat destroyer, 335 tons, 8 guns, 63 h.p., Paid off.	Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. J. White, Hongkong.	Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. H. R. V. Cottrell, Dorrance, Yangtze.	Woodcock, gunboat, 150 tons, 2 guns, 550 h.p., Lieut. Comdr. G. R. Livingstone, Yangtze.
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